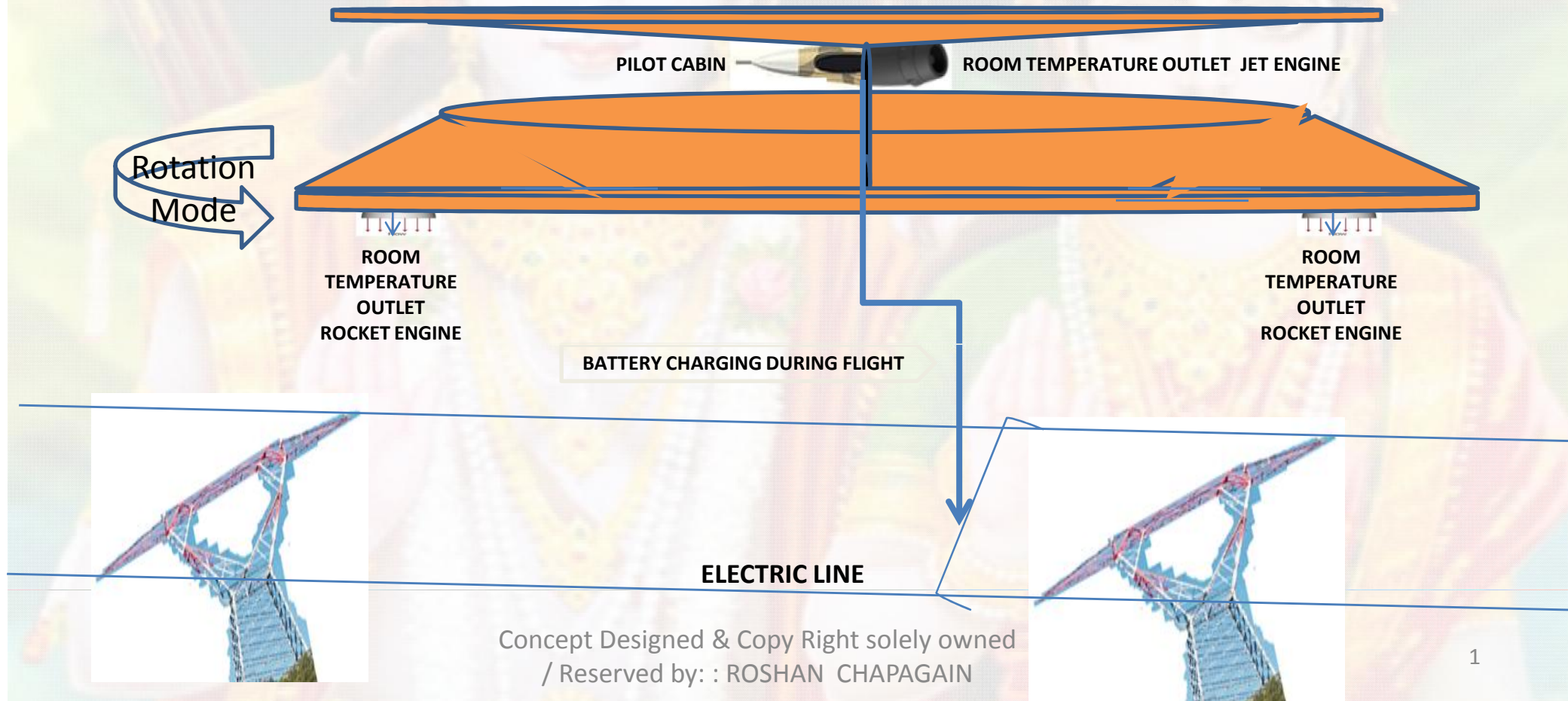


RAM JI KA VIMAN

FOR FLIGHT TO AYODHYA TEMPLE

RADICAL CONCEPT OF GYRO PLANE AS AN ALTERNATIVE TO MODERN TRANSPORT

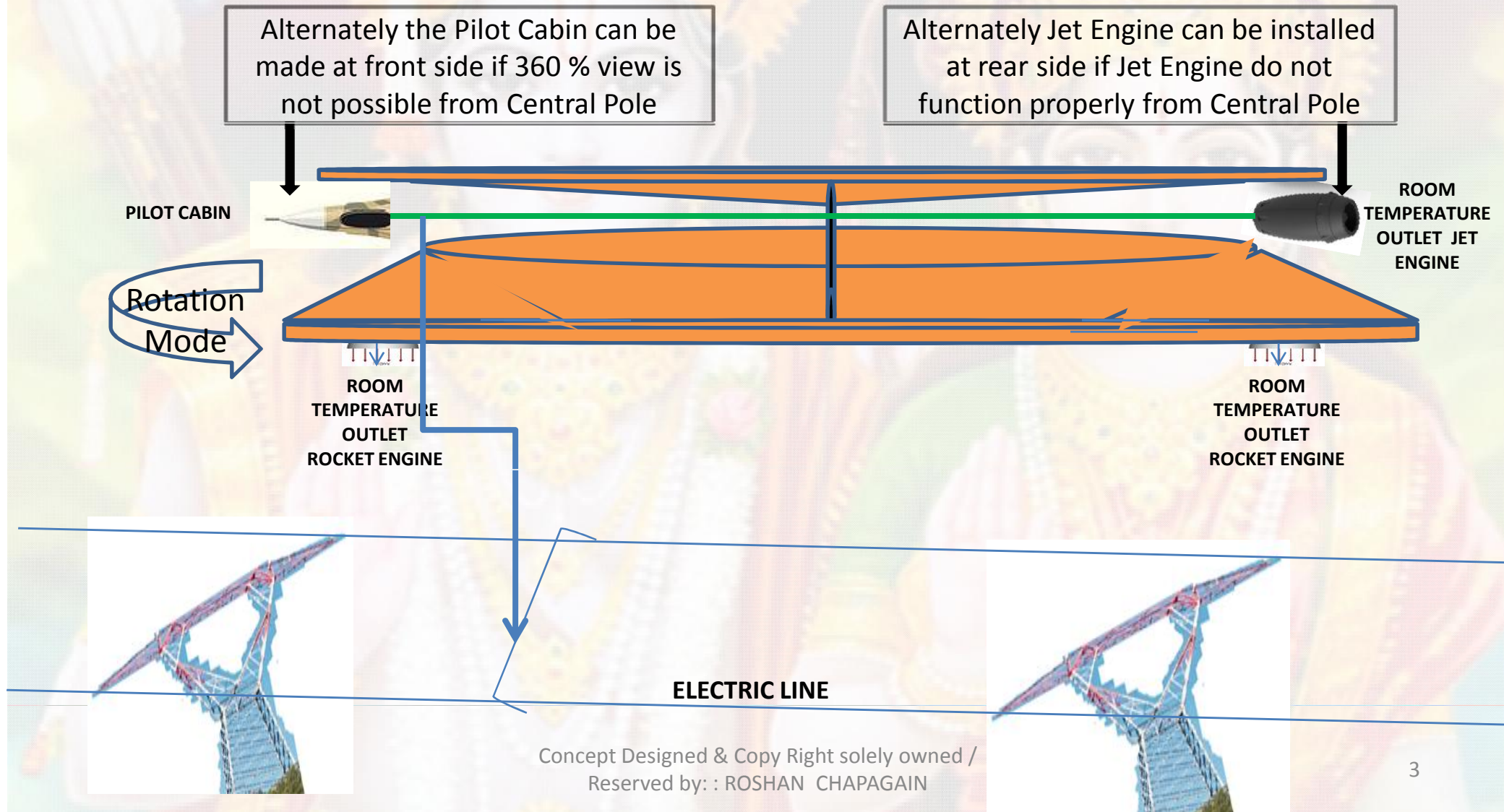


WHY RND OF GYRO PLANE IS REQUIRED?

- The Politicians and Bureaucrats who runs the country are in habit of copying (or remain copycat instead) on every aspect of life and they simply remember copy and paste formula what ever they have seen or heard of happening in other so-called developed countries. Fortunate for them, all such alleged developed countries are also interested to sell /en-cash their alleged development model prior it becomes technically redundant/obsolete. .
- However, the Physical condition & necessities of different countries are different. Moreover, America, Russia, Canada & Australia etc. have huge land surface to built extensive expressways, highways and aerodrome everywhere. It is due to huge landmass availability; they can afford it.
- Countries like India, Bangladesh etc. have very little landmass and many more population to feed them. Hence, similar developmental model of America/ Russia cannot be copied/ followed.
- Alternately, it is even not possible to install high speed railway network extensively due to the same cause of unavailability of land mass when present pool of land mass is still insufficient for cultivation purposes. Further, it is due to burgeoning construction prices and due to huge maintenance price tag associated with high speed (kinetic) rail network; it is in prudent not to copy Chinese model of extensive High-Speed (Kinetic) Railway network.
- It is as comparison to Aviation alternative current railway transport is still expensive if the time factor is to be added.
- Moreover, Aero plane are not manufactured domestically and due to which plane tickets are still expensive. However, if current technology passengers planes are to be manufactured domestically; the high-speed Rail (kinetic) becomes redundant/ expensive. The Maglav Train are still perceived as expensive mode of infrastructure and technical now how is still not researched properly.
- However, countries like India, Bangladesh etc. have less land mass and there is still difficulties for acquiring land for construction of airports.

What is the Solution = RND of Vertical Take Off/ Landing Plane

ALTERNATIVE RND OPTION FOR VERTICAL TAKE OFF/ LANDING GYRO PLANE



WHY GYRO PLANE CAN BE AN ALTERNATIVE TO MODERN TRANSPORT

It is true that if present day airplane ticket rate are still less expensive as compare to railway tickets and/or any mode of surface transport for long distance travel above 500-1000 KM and above if time factor price is to be added. If domestic manufacture of modern day airplane are to be expedited, the price tag of air travel will be more lucrative. It is however, land is unavailable for construction of airports everywhere.

It is otherwise; if technical change is to be made in respect of take off/ landing of current day technology made planes; it would have soothing remedy. It is however, current day aviation mechanism is environment unfriendly and associated with redundant old technology; viz. jet technology from last 80 years is principally the same which fuel guzzling mechanism not suitable for planet earth. More so, vertical take off/ landing require no extra fuel cost as it increases the fuel efficiencies of any airplanes.

More so, modern day so-called developed countries have already built airports everywhere and they are not in need of any further RND of new type planes having capacity to vertically take off and landing facilities. They have already invested hugely in the prevailing technology. Thus, it would be economically non-viable for them as modern day aviation infrastructure available to them are still sufficient to them for any time in future as their population is decreasing.

It is, therefore, countries like India, Bangladesh etc. cannot wait other so-called developed countries for investing extensively on RND of new mode of vertical take off/landing plane and they are bound to take the burden on their own.

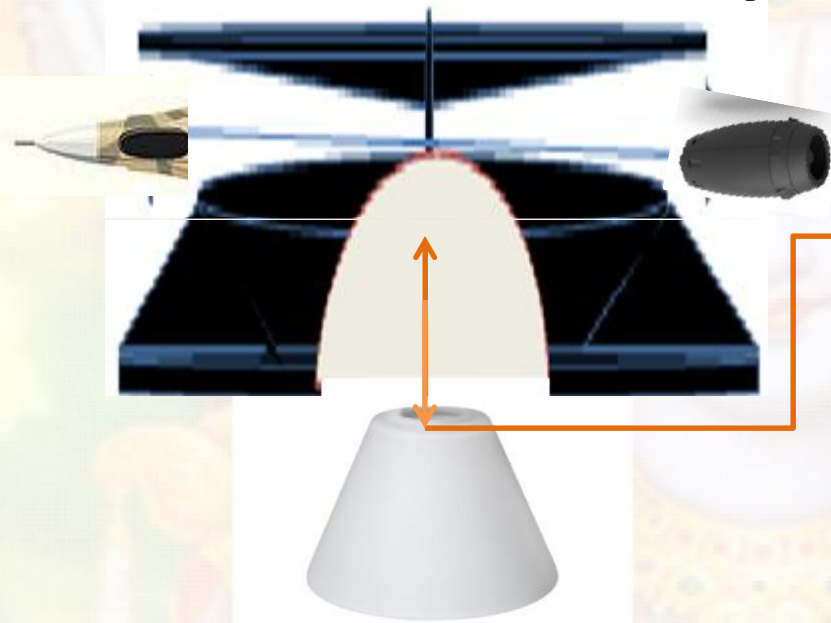
Moreover, present day aviation technology is fuel guzzling and it uses petroleum fuel which is less available before South Asian Sub-Continent. It is hence, if any RND is to be made afresh from zero; it would be better to think about non-petroleum alternative based aviation platform.

It is after considering aforesaid difficulties, Advocate Roshan Chapagain who prepared the present Power Point Presentation thought why not to look over the price benefit of perceived less fuel variant Gyro Planes which may run on battery charging after tapping separate electricity lines installed above the high-tension electricity lines.

What is the Conclusion = Let start RND of Gyro Plane

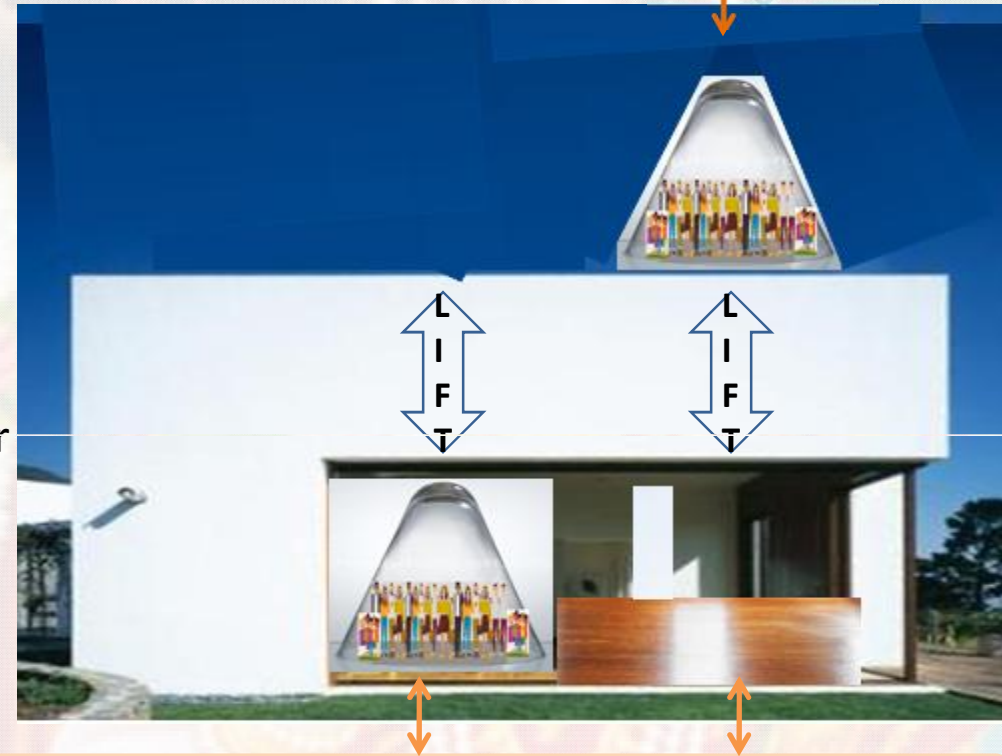
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PLATFORM DESIGN CONCEPT FOR VERTICAL TAKE OFF/LANDING GYRO PLANE



GYRO PLANE WILL PARKED ABOVE CONE SHAPED LIFT SHOWN BELOW

Both Lift & Gyro Plane will have Curved Concave - Radial Sliding Door Adjusting Each Other



THE LIFT WILL BE UP WHEN GYRO PLANE LANDS & BRINGS PASSENGER BELOW. NEXT ROUND PASSENGER WILL BE BROUGHT ABOVE WHO WILL BOARD THE PLANE AGAIN

PROPERTIES OF GYRO PLANE

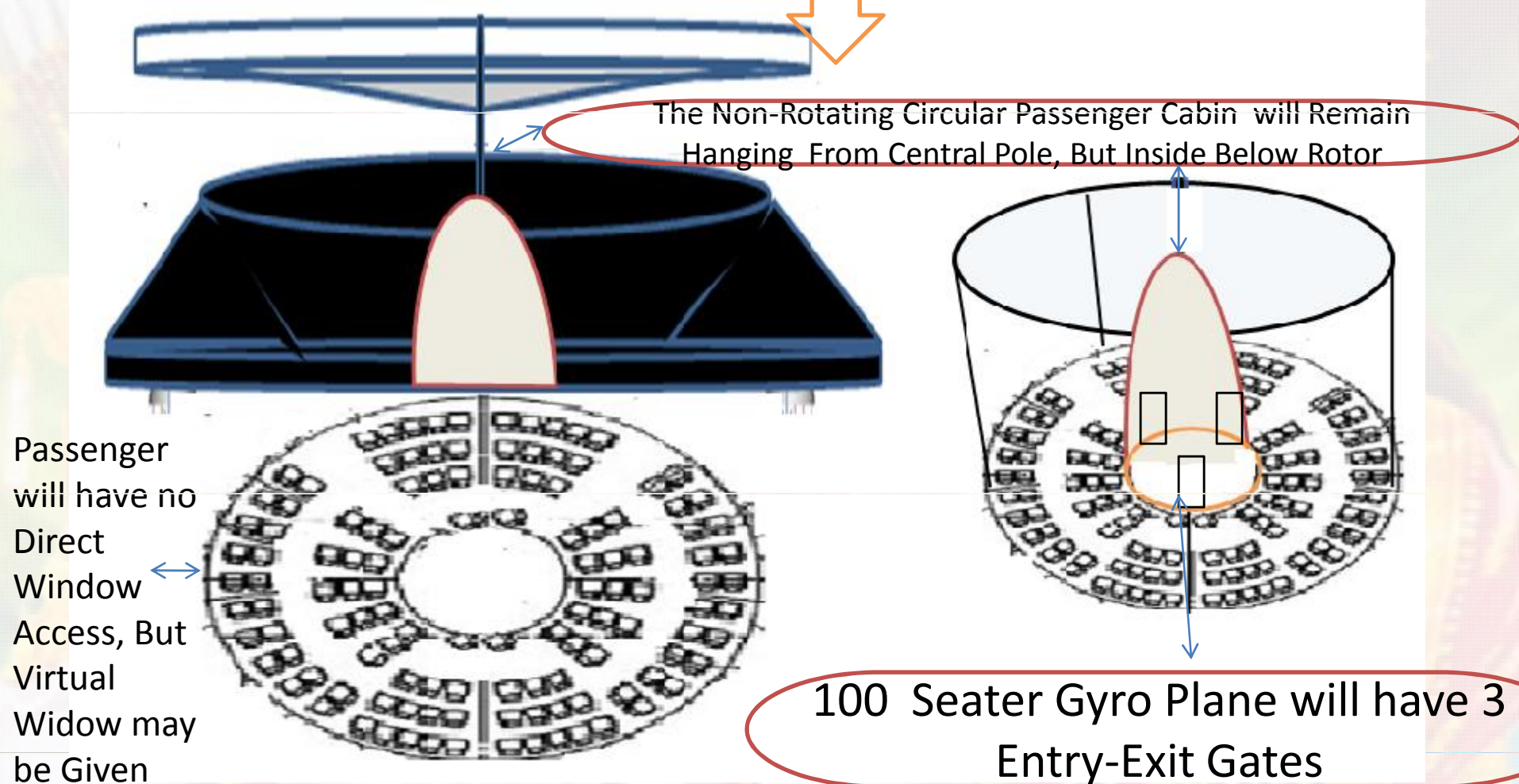
There may be many different designs of Gyro Planes which is matter of record for other intellectuals to study/consider, but the presenter of the present Power Point presentation Advocate Roshan Chapagain is of the view that model Gyro Plane to be built in future as per his suggestion after proper Research and Development process should have following capacities:-

- (1) It should have capacity to tap up-to 80% of self generated air friction of the plane on its own. It is whereas the current model plane has no such capacity to tape self-generated air friction.
- (2) It should have capacity for not to release hot air in the atmosphere while releasing inertia of thrust of air for creating momentum for plane to fly in the sky. The current day non-jet plane also do not release hot air for creating inertia of thrust of air to fly the plane; however, it uses inter combustion engine which has less than 40 % fuel to energy ratio; viz. it looses 60 % and more energy while rotating fans for moving the plane. Hence, it is less efficient as compare to jet engine which in alternate releases hot air but fuel to energy ratio is far more superior in jet engine.
- (3) It should have capacity to use direct electric light from electric wire like trains. Hence, it saves national money required for importing expensive petroleum fuel.
- (4) It should have capacity to tap the air friction energy released from room temperature air thrust engine installed at the tale of the plane in case all planes are to be flied in parallel to electric line in protocol based single speed velocity and other different disciplines in synchronized fashion.
- (5) It should have capacity to operate from very small set-up aerodrome.
- (6) It should have capacity to redress the pressure on land requirement for construction of road/ rail etc. as present mode of transport uses less fuel in equivalent to surface transport , viz.; equivalent to buses / trucks/ rails etc.
- (7) It should have capacity to fly on low height as it has capacity to self-tap its own air friction energy/ inertia and there is no requirement for Gyro Plane to take off up-to extreme height for the purpose of getting thin air in the high sky. Hence, it additionally preserves energy as compared to other model plane when traditional planes requires to lift the plane up-to extreme height which requires huge energy for take off and landing purposes.
- (8) It should have capacity to tap the gravitational energy when traditional plane requires extra energy for landing the plane.
- (9) It should have capacity to tap wind power of the sky on any windy days.

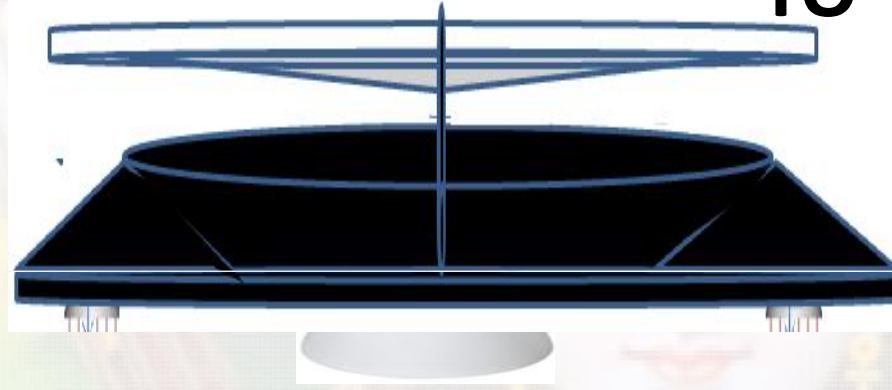
Conclusion = To oppose the RND of Gyro Plane is mere arrogance?

DESIGN OF THE PASSENGER CABIN

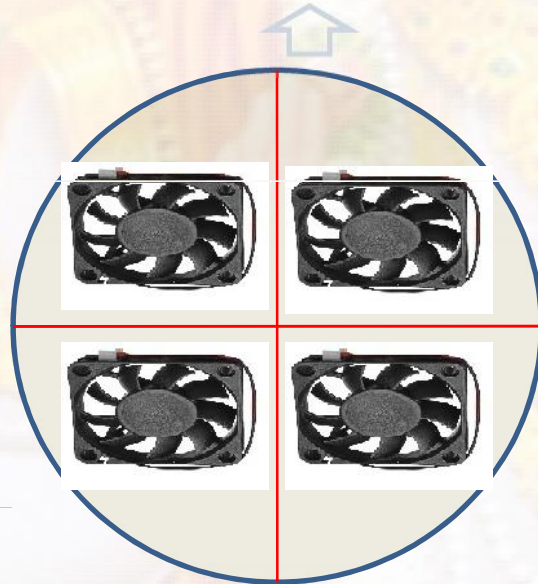
The Gyro Plane Along With Fuel Tank (Liquid Atmospheric Air), Battery System & Both Rotors Except Circular Passenger Cabin Always Rotate Simultaneously to Get the Gyroscopic Effect,



DESIGN OF THE CLOSURE OF BOTTOM FLOP PRIOR TO TAKE OFF



The Above Shown Bottom Hole for Holding Lift will be Closed Prior to Take Off

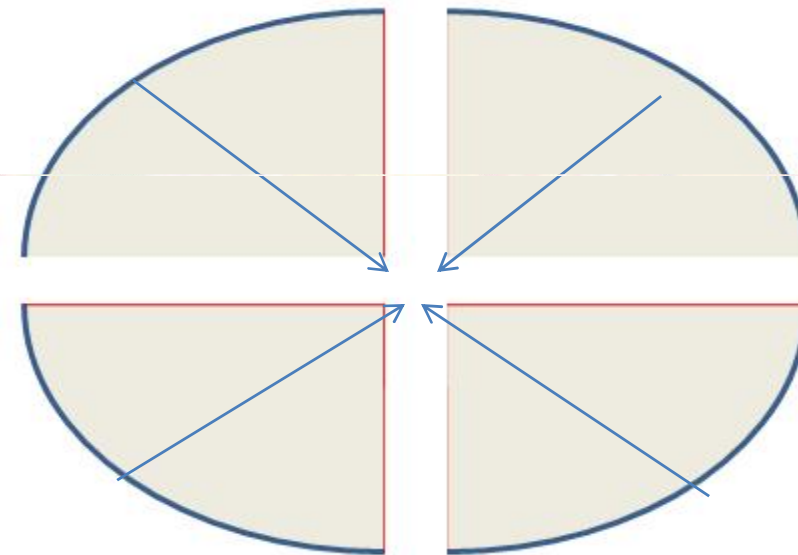


Each Part of Pit Lid have Separate Fan

The Pit Lid of Bottom Rotor will be Closed after Pulling 4 Part Circle Doors



The Lift will be Pulled Down Prior to Take Off



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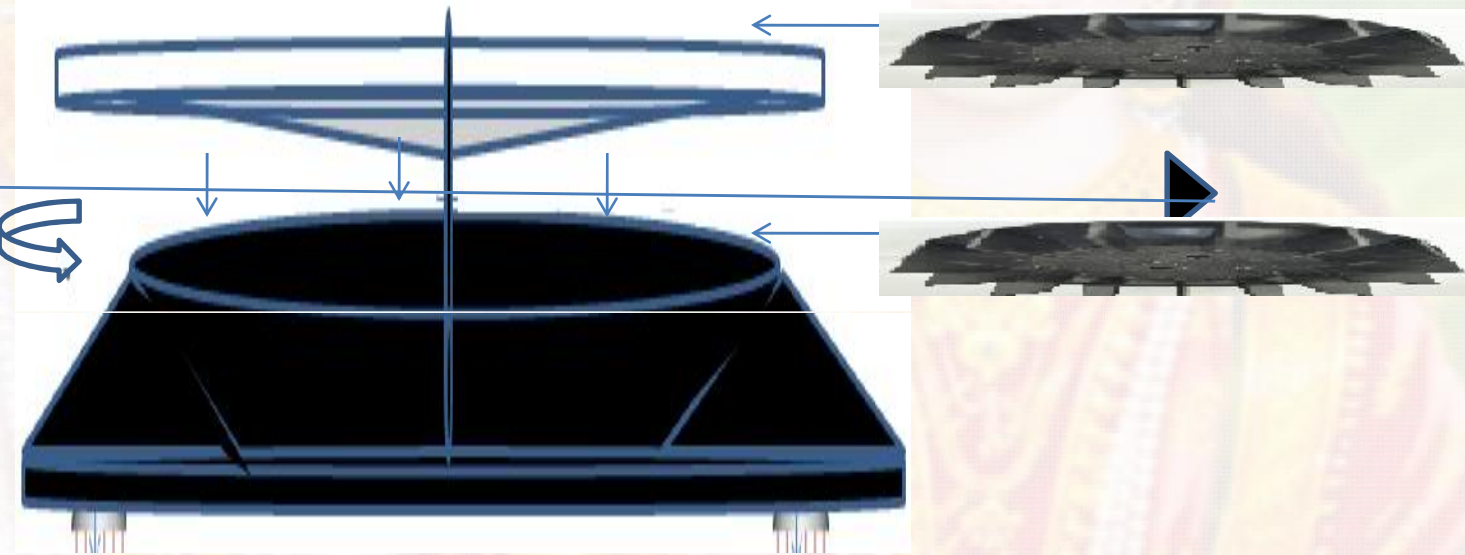
Vertical Take Off



Continuous Anti Clock Rotation For Getting Gyroscopic Effect So that it may not fall flat

Upper Flop of Above Rotor Will Continuously Suck Atmospheric Air During Vertical Take Off and Store It On Tank Below It

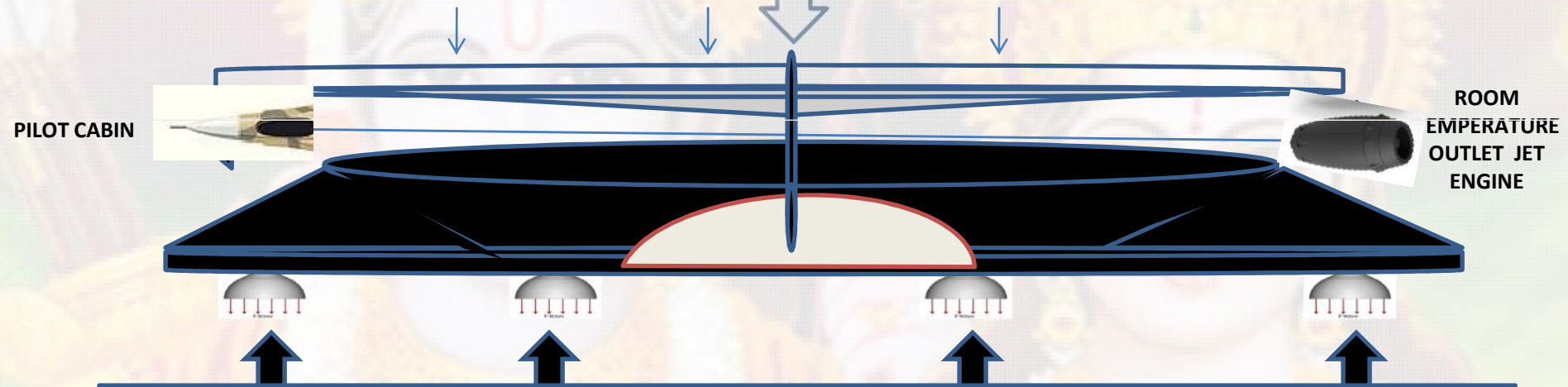
Upper Flop of Below Rotor Will Continuously Suck Atmospheric Air During Vertical Take Off and Store It On Tank Below It



IT IS DUE TO CONTINUOUS SUCKING OF AIR FROM UPPER FLOP OF BOTH THE ROTORS WILL HELP TO LIFT THE PLANE ABOVE

Additional Rocket Engine Thrust Function During Vertical Take Off

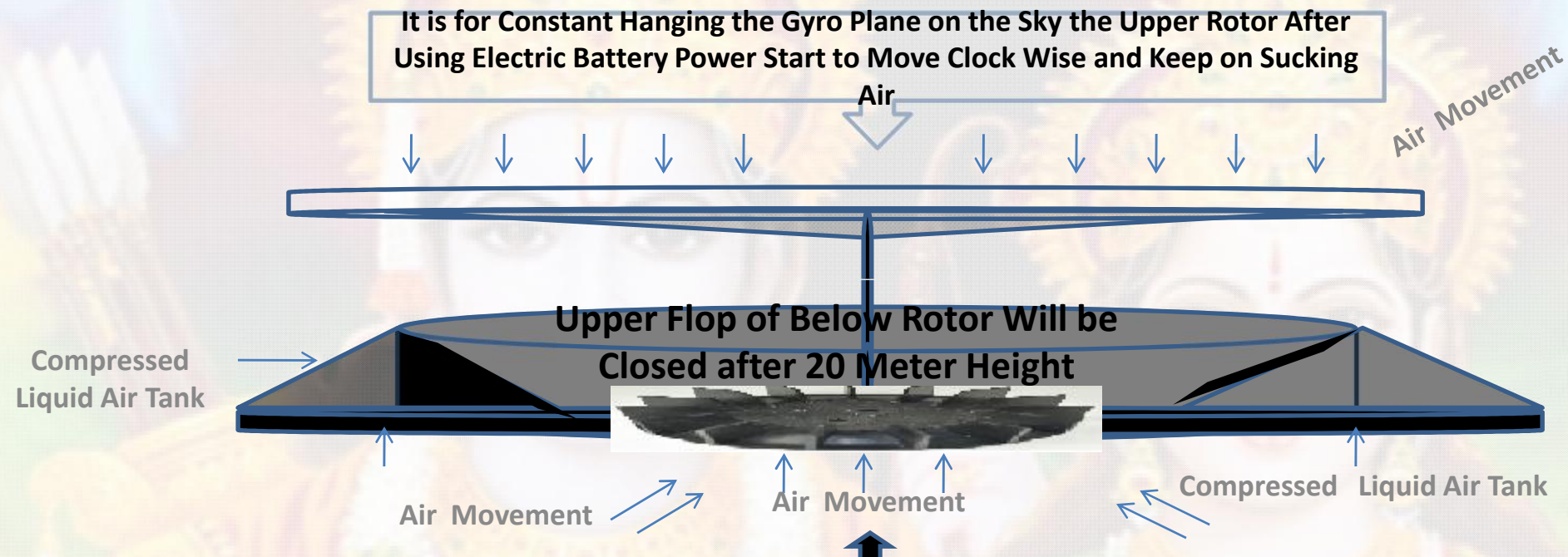
It is due to upward thrust attained due to atmospheric air sucking by both rotors and due to upward thrust created by 4 rockets, the plane will take off from ground



It is for First 5 to 20 Meter Take Off Additional Thrust will be Added with the Help Of Four Room Temperature Outlet Rocket Engine

Atmospheric Liquid Air Stored By Upper Rotor & Liquid Air Pumped During Aerodrome Parking Hours In Big Quantity Will Be Released From 4 Rocket Boosters In Room Temperature During Take OFF

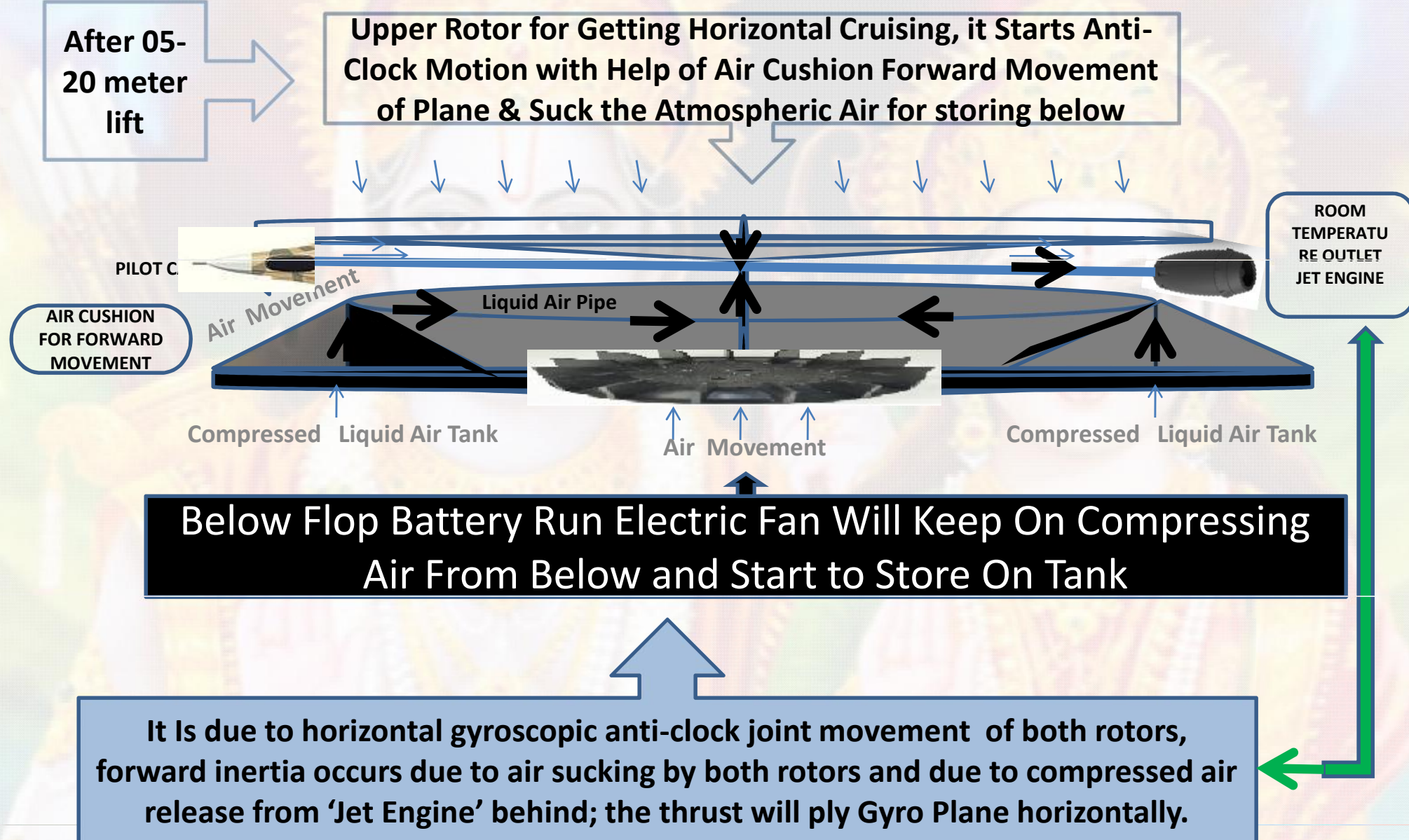
Engine Function After 05-20 Meters Vertical Take Off



Below Flop Battery Run Electric Fan Will Start to Compress Air From Below and Start to Store It On Tank

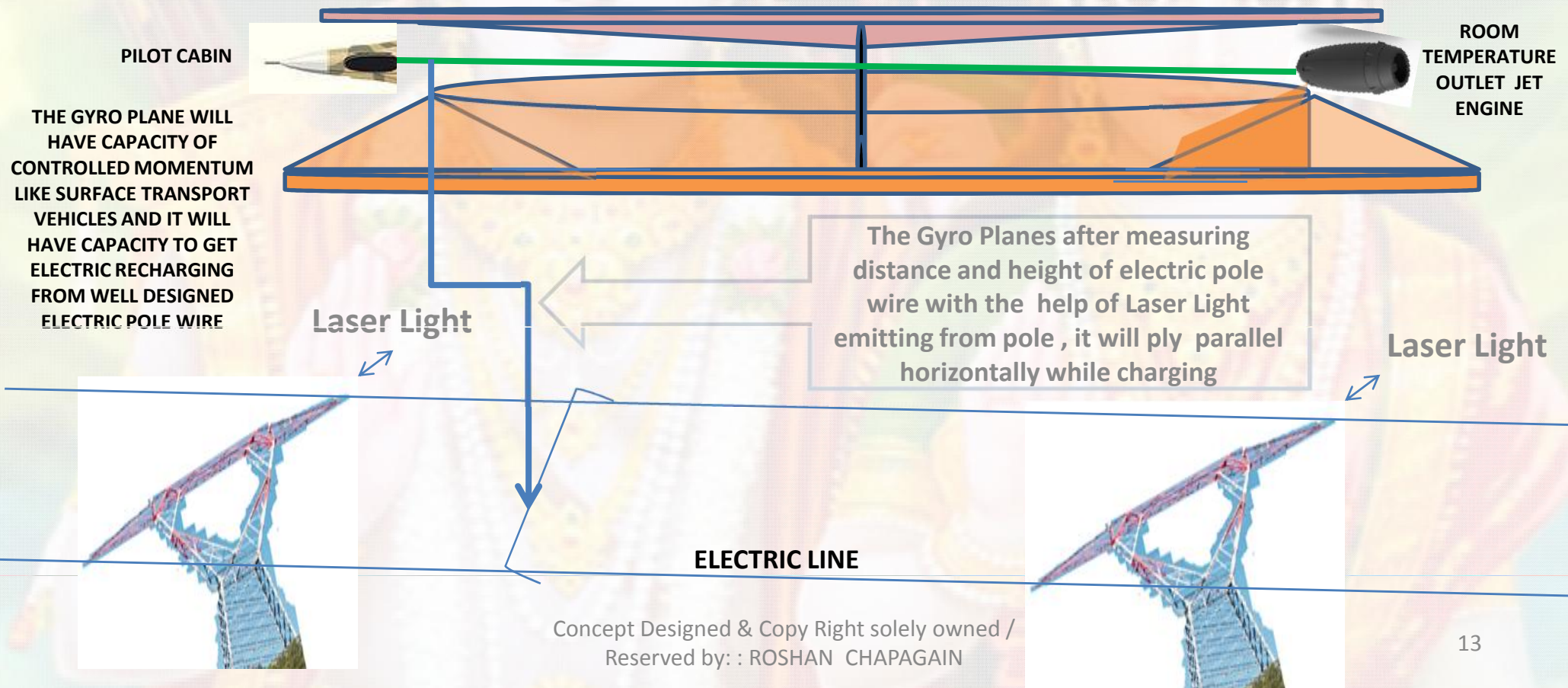
It Is Due to Horizontal Gyroscopic Opposite Direction Movement of both Upper and Lower Rotors plus thrust created due to sucking of air; the Plane Will Automatically Remain Lifted in Mid Air

Engine Function for Momentum for Cruising On Horizontal Mode



ELECTRIC BATTERY CHARGING DURING HORIZONTAL PLYING OF GYRO PLANE

THE GYRO PLANE WILL START TO MAKE REQUIRED ELECTRIC CHARGING OF ITS ELECTRIC BATTERIES SYSTEM DURING ITS HORIZONTAL CRUISING



Protocol for Parallel Movement of Multiple Gyro Planes

DGCA will decide the exact velocity (speed) to be followed by every Gyro Planes when flying parallel to Electricity Line so that there would not be any clash between 2 planes plus wind velocity created by front can be tapped by behind plane. No Brake and increase/reduction of speed will be permissible while charging battery on electric line

10 TO 500 METERS GAP AS PER THE PROTOCOL DECIDED BY THE DIRECTOR GENERAL OF CIVIL AVIATION AS AND WHEN TECHNOLOGY ADVANCES

PILOT CABIN

Laser Light

DGCA will Endeavour reducing the gap between Two Gyro Planes moving towards one direction so that jet thrust from front engine can be tapped by behind Planes

Laser Lights Below Cable For giving accurate direction To Gyro Plane

ELECTRIC LINE

Laser Lights on cable Between poles

Laser Light

Laser Lights

Gyro Plane will Lift Upward if it has to make any Brake from colliding with front plane or it want to go up to get thin air for quick independent velocity on battery charge

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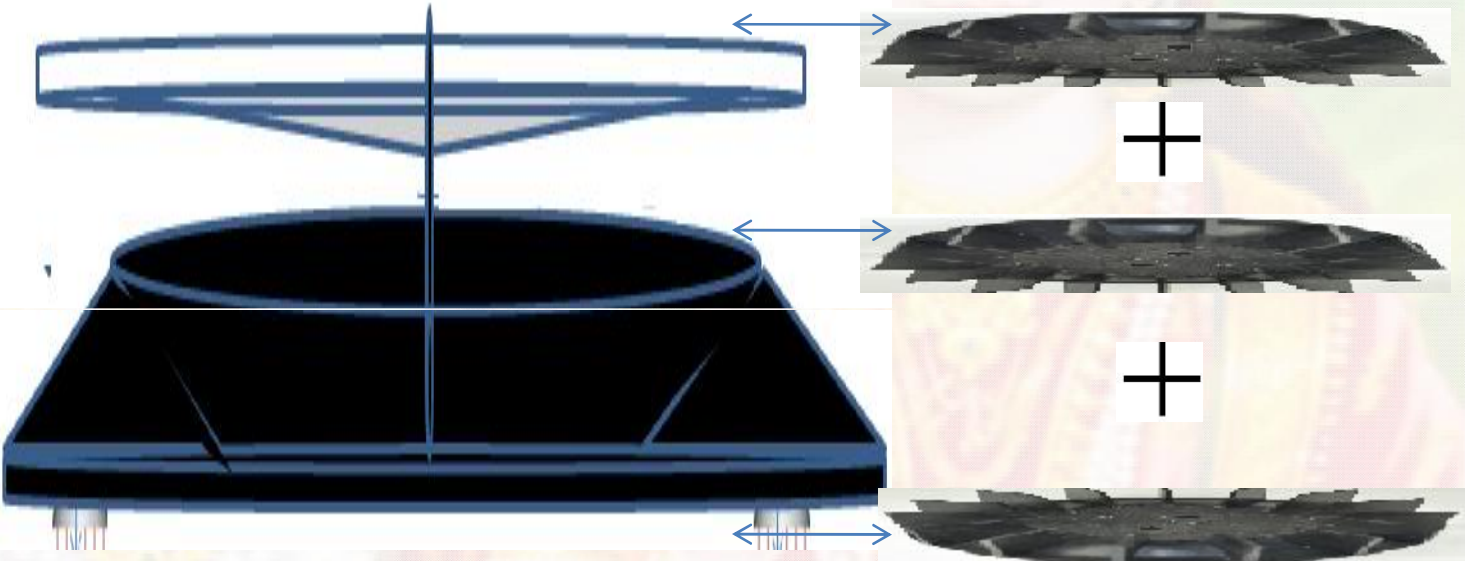
Special Characteristics of Wind Charge of Gyro Plane During Flight

The Gyro Plane will have one special characteristics to get High Velocity Atmospheric Wind recharged into either electric battery charging or charging of atmospheric air into liquid air & tap the wind energy

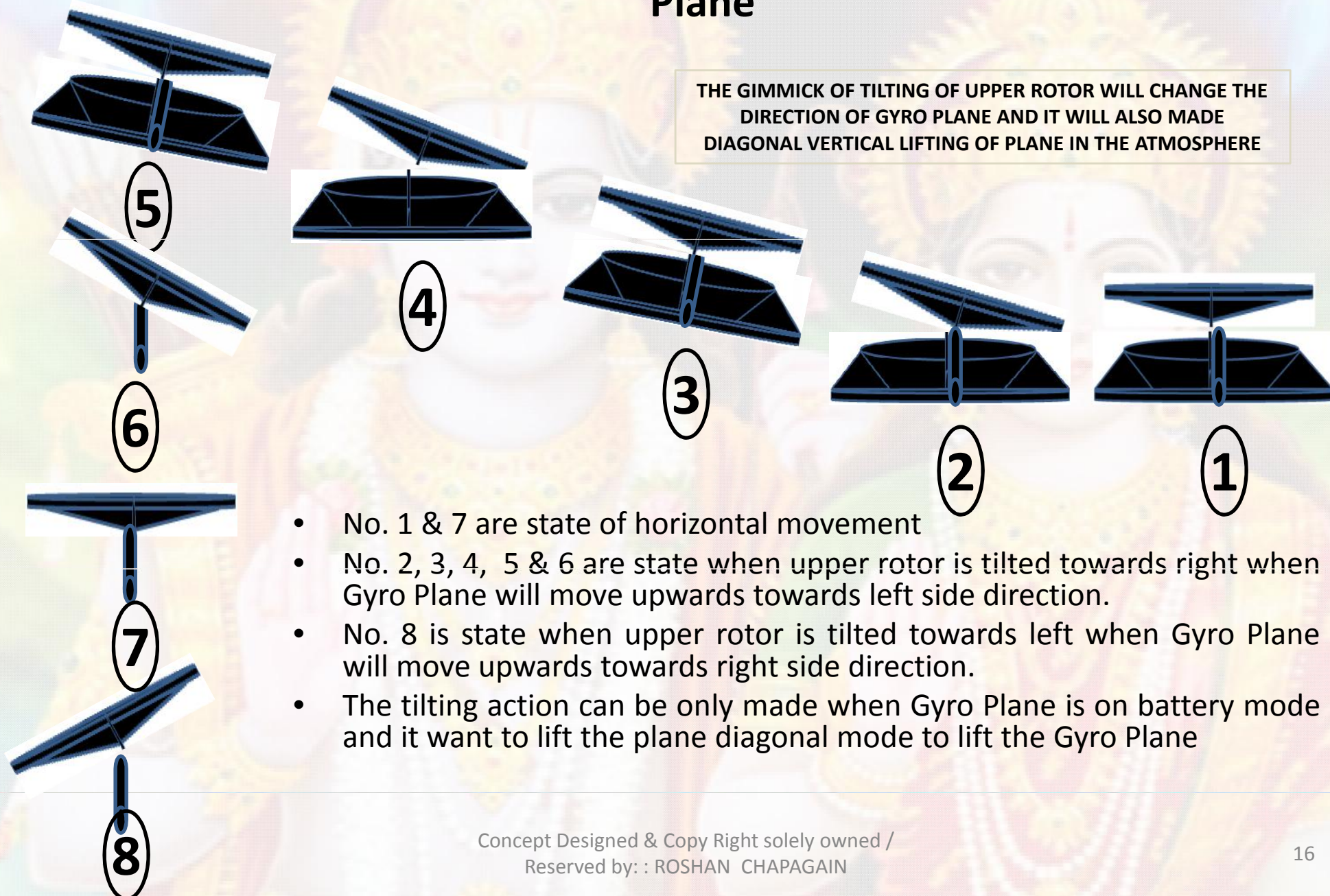


IT IS DURING HIGH VELOCITY ATMOSPHERIC WIND, ALL 3 MAJOR FANS WILL START TO RUN ON THE GYRO MOVEMENT OF THE PLANE AND GET EITHER ELECTRIC BATTERY CHARGED OR ATMOSPHERIC AIR COMPRESSED FOR STORING LIQUID AIR INSIDE TANK FOR LATER USE

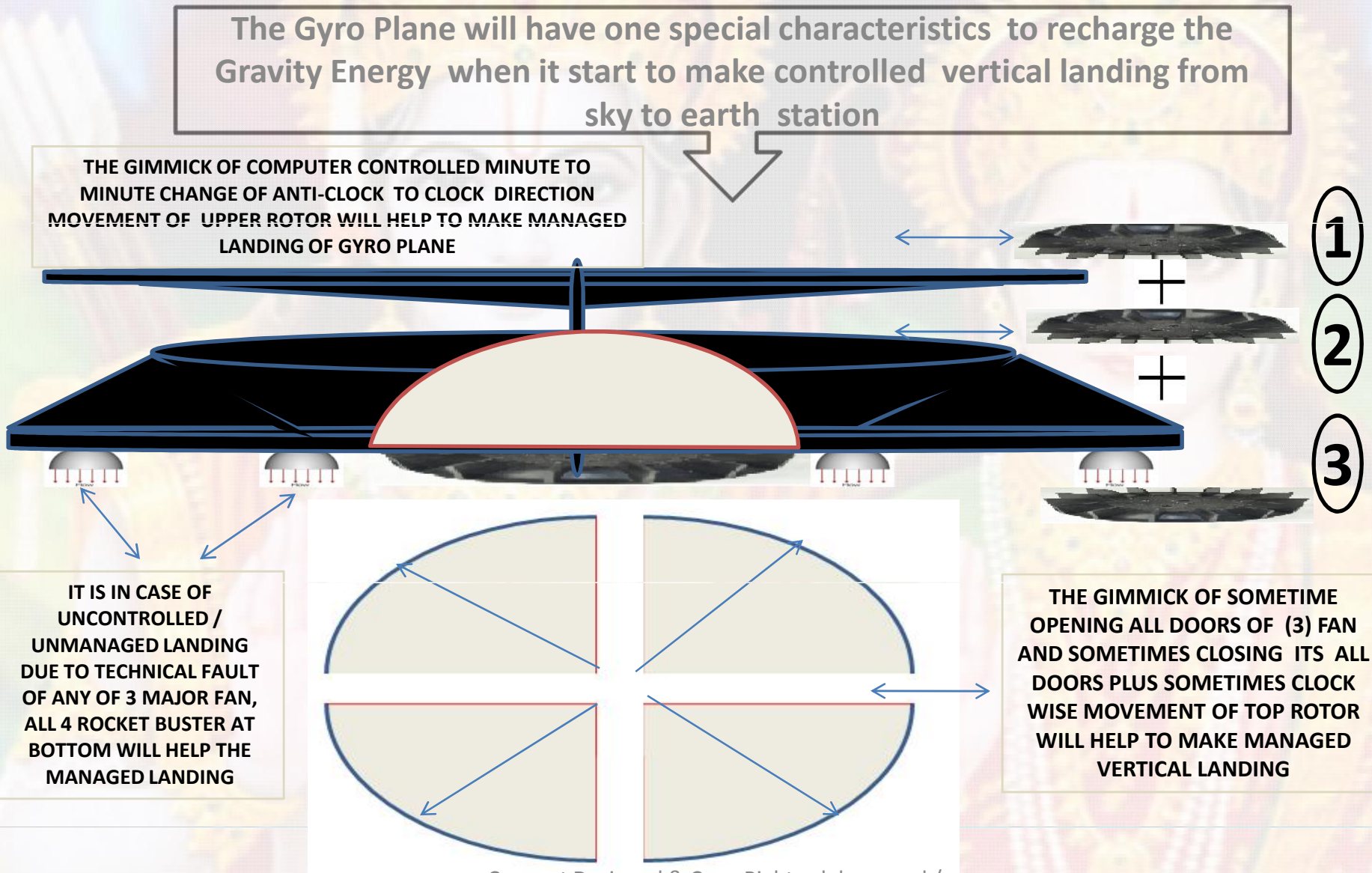
IT IS FOR TAKING MOMENTUM OF GYRO PLANE ON THE SKY, IT IS NECESSARY TO KEEP ON JET THRUST FROM ITS ROOM TEMPERATURE JET THRUST ENGINE,, IT IS ON SUCH OCCASION IT WILL BE PRUDENT TO GET HIGH VELOCITY ATMOSPHERIC WIND RECHARGED INTO ITS BATTERY SYSTEM TO REDUCE THE FUEL BILL OF THE PLANE SO THAT IT MAY ECONOMICALLY COMPETE THE SURFACE TRANSPORT (HIGH SPEED TRAIN / BUS ETC)



Protocol for Tilting of Rotors for Diagonal Vertical Lifting of Gyro Plane



Vertical Landing & Recharge of Gravity Energy



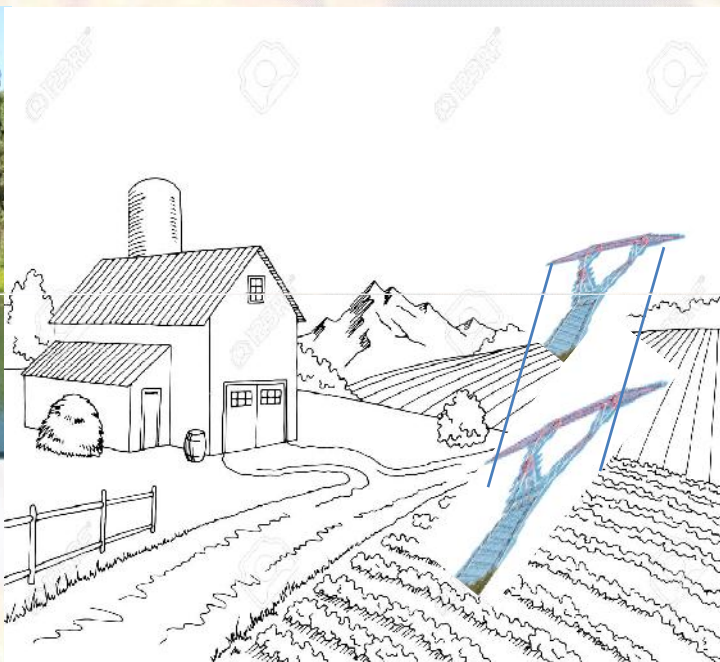
Evacuation Landing Before Sea/Water Bodies/ Agriculture Fields



The Gyro Plane is designed as flat surfaced and due to such reason it will never merged inside water



IT IS INSTEAD THE WHEEL INSTALLED BELOW THE PLANE WILL CRUISE THE GYRO PLANE ABOVE THE SURFACE OF THE WATER AND AFTER REACHING THE BANK OF SUCH WATER BODIES, IT WOULD BE POSSIBLE TO EVACUATE THE PASSENGER

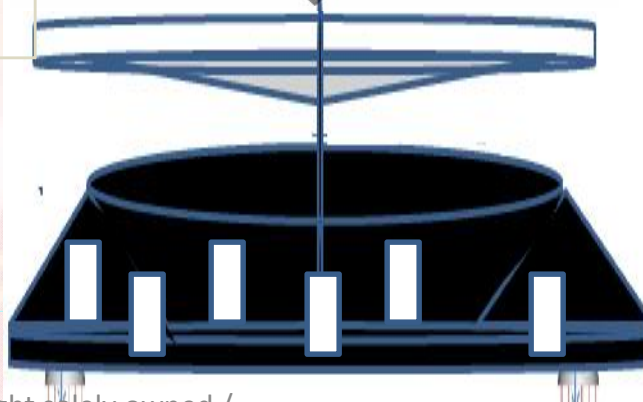


IT IS FOR ENSURING SAFE EVACUATION OF THE PLANE, IT WILL BE MANDATORY TO LEFT 30 METER AT BOTH SIDE OF ELECTRIC POLE VACANT AND ONLY ALLOWED FOR CULTIVATION PURPOSE. PLANTATION OF TREE/ GARDEN WILL NOT BE PERMISSIBLE

The Gyro Plane is designed as flat round size and due to such reason the Passengers can be evacuated from evacuation doors

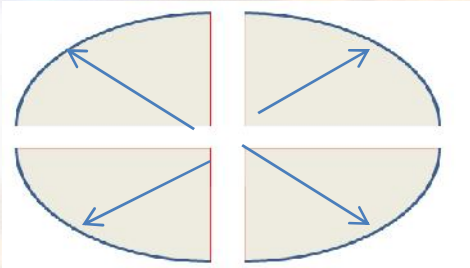


The Gyro Plane is designed as flat surfaced and due to such reason it can be easily evacuated / landed above agriculture field and/ or well sized roof top of a building



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Final Landing Protocol



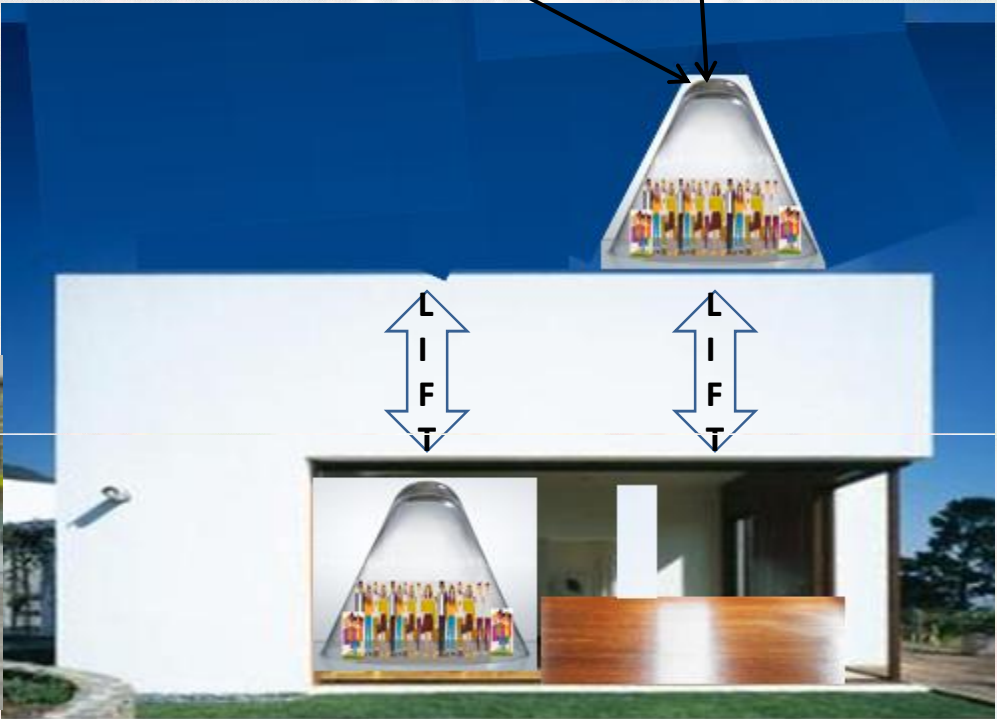
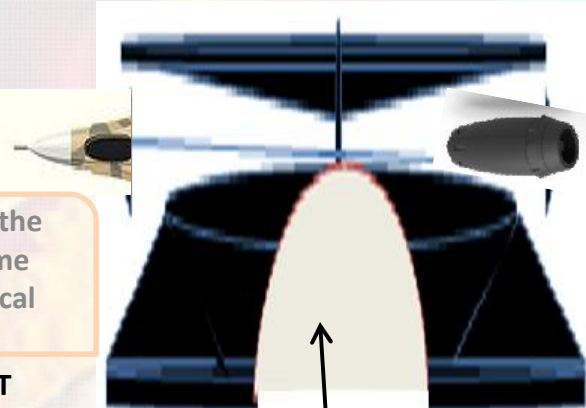
The Gyro Plane above the Lift slide its all 4 sliding bottom Pit Multipurpose Flip

THE PASSENGER AFTER USING CURVED CONCAVE - RADIAL SLIDING DOOR CAME OUT FROM SPECIALLY DESIGNED AERODROME LIFT



The Gyro Plane in the Sky catches the laser light emitting from aerodrome platform lift and ensure safe vertical landing on the top of the lift

LASER LIGHT



ADVANTAGES OF GYRO PLANE?

- ❖ This plane will take very few land for taking off/ landing/ parking purpose and indirectly help agriculture sector after allotting sufficient land for cultivation purposes.
- ❖ This Plane operates on electric light through specially designed high-tension electric pole and it help the balance of payment problem of the Government.
- ❖ This plane has capacity to tap the air friction energy generated from flying of planes; which is not otherwise available in other mode of planes.
- ❖ This plane will use less than 25 % of fuel in comparison to current available planes
- ❖ This plane has capacity to tap the gravity energy.
- ❖ This plane has capacity to become alternative to all modes of surface transport and reduce the pressure of land demand for infrastructure purpose.
- ❖ This plane has capacity to operate greener version fuel.
- ❖ This plane has capacity to tap the energy of atmospheric air/wind.
- ❖ Lot more

Thanking You